

# On-Road In-Use Fleet Rule for Public Agencies and Utilities

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*California Environmental Protection Agency*  
AIR RESOURCES BOARD

## Presentation Outline

- Background
- Fleet Rule For Public Agencies and Utilities
  - Applicability
  - Implementation Schedule
  - Compliance Flexibility
  - Low Population County Status
  - Other Special Provisions
  - Recordkeeping Requirements

## Significant Health Impacts Attributed to Diesel PM



- Annual Health Impacts - 2001
  - 2,900 premature deaths
  - 3,600 hospital admissions
  - 240,000 asthma attacks or respiratory symptoms
  - 600,000 lost days of work
- By comparison – 2001
  - 3,700 deaths from car accidents
  - 2,000 homicides

3

3

## Why Reduce In-use Diesel Emissions?

- Diesel Engines are Long Lived
- New Engine Standards Offer Long Term Reductions
- In-use Emission Rules Provide Near-Term Reductions
- Control Technology is Available

4

## Fleet Rule For Public Agencies and Utilities

- Adopted by ARB December 2005 with modifications
- Modifications will be available in May for a 15-day period for public comment

5

## Public Fleets Rule Changes for 15-Day Comment Period

- Establish criteria for a municipality or utility to qualify for low population county status
- Delay implementation schedule for Group 2 engines (1988-2002) by one year
- Allow Group 3 compliance extension provided the fleet implements 100% BACT to Group 1 and Group 2 vehicles
- Allow Executive Officer discretion to grant extended implementation schedule for early implementation of advanced technology
- Minor changes to recordkeeping requirement

6

## Applicability of Public Fleets Rule

- Diesel vehicles over 14,000 GVWR
- Model year engines 1960 to 2006
- Vehicles owned and operated (includes leased vehicles) by municipality or utility
- Utility provides same or similar services for water, natural gas, or electricity as a municipality
- Special provisions for low population counties

7

## What is a Municipality?

- Defined in Title 13, section 2020(b)
  - A city, county, city and county, special district, or
  - a public agency of the United states of America or the State of California,
  - any department, division, public corporation, or public agency of this State or the United States, or
  - two or more entities acting jointly, or
  - the duly constituted body of an Indian reservation or rancheria

8

## Exempt Vehicles

- Emergency Vehicles are exempted from the rule by California Vehicle Code Section 27156.2
- Military Tactical Vehicles are exempted from the rule by Title 13, California Code of Regulations Section 1905

9

## Major Elements of the Rule

### **Owners Must:**

- Apply BACT to each engine in engine model year group
- Follow specific implementation schedule
- Keep records for each vehicle
- Remain in compliance

10

## Additional Compliance Requirements

- In any contract for services that the municipality or utility would normally provide that has an effective date of December 31, 2006 or later, language should be included requiring the contractor to be in compliance with all applicable California air pollution control laws and regulations

11

## Best Available Control Technology (BACT)

- Engine certified to 0.01 g/bhp-hr PM standard (2007 engine) or
- Engine certified to 0.10 g/bhp-hr PM plus retrofit with highest level verified DECS or
- Alternative-fuel, gasoline, or heavy-duty pilot ignition engine certified to lowest optional PM standard or
- Existing engine retrofit with highest level verified DECS

12

## Diesel Emission Control Strategy Verification Levels

- **Level 1**
  - 25% or greater PM Reduction
- **Level 2**
  - 50% or greater
- **Level 3**
  - 85% or greater or  $< 0.01$  g/bhp-hr
- **Optional NO<sub>x</sub> Reduction, 15% min.**

13

## Limits on Use of Level 1 DECS

- **Group 1 engines**
  - Level 1 allowed only on fleets located in low population counties or granted low population county status
- **Group 2 engines**
  - Ten-year limit on use of Level 1 DECS
  - Replacement must be higher than Level 1
  - Exception for low population counties
- **Group 3 engines**
  - Five-year limit on use of Level 1 DECS
  - Replacement must be higher than Level 1
  - Exception for low population counties

14

## Regular Fleet Implementation Schedule

Group	Model Years	BACT %	Deadline as of December 31 <sup>st</sup>
1 <sup>a</sup>	1960 - 1987	20%	2007
		60%	2009
		100%	2011
2	1988 - 2002	20%	2007
		60%	2009
		100%	2011
3	2003 – 2006 (Includes dual fuel and bi-fuel engines)	50%	2009
		100%	2010

<sup>a</sup> An owner may not use a Level 1 technology as BACT on Group 1 engines

15

## Low Population Counties Special Provisions

- Counties with less than 125,000 population as of July 1, 2005
- Counties are listed in the regulation
- Allowed alternate implementation schedule
- Allowed accelerated turnover option
  - Replace all 1993 and older MY engines with 1994 and newer MY engines by 2020
  - Apply BACT to 1994 to 2006 engines by 2025
- Allowed to use Level 1 diesel emissions control strategy on the oldest Group 1 engines

16



## Low Population Counties

- Alpine
- Amador
- Calaveras
- Colusa
- Del Norte
- Glenn
- Inyo
- Lake
- Lassen
- Mariposa
- Mendocino
- Modoc
- Mono
- Nevada
- Plumas
- San Benito
- Sierra
- Siskiyou
- Sutter
- Tehama
- Trinity
- Tuolumne
- Yuba

17

## Implementation Schedule Low Population Counties

Group	Model Years	BACT %	Deadline as of December 31 <sup>st</sup>
1	1960 - 1987	20%	2009
		40%	2011
		60%	2013
		80%	2015
		100%	2017
2	1988 - 2002	20%	2008
		40%	2010
		60%	2012
		80%	2014
		100%	2016
3	2003 – 2006 (Includes dual fuel and bi-fuel engines)	20%	2011
		40%	2012
		60%	2013
		80%	2014
		100%	2015

18

## Fleets Located in Rural Areas

- Small rural city fleets within large counties may seek to qualify for low population county status
- Fleet located in a mostly rural county with less than 325,000 population may seek to qualify for low population county status if it meets the definition of low population county after subtracting the population of large cities from the county population

19

## Compliance Extensions Provided

- With compliance with one or more of the early implementation schedules
- If no verified DECS
- If an engine is dual-fuel or bi-fuel
- If an engine is near retirement
- If an engine is participating in a DECS experiment or demonstration

20

## Compliance Extensions Based on No Verified DECS

- Executive Officer issues blanket one-year extension, or
- Executive Officer approves municipality's or utility's application for extension
- Time limits on all extensions
- Before requesting an extension, the applicant must demonstrate compliance or intent to comply with applicable deadlines for remaining engines

21

## Retirement of Vehicles

- Exempt from BACT if retired within one year of compliance date,
- Label vehicle with retirement date
- Keep records to document retirement on schedule
- May be sold outside California, scrapped, converted to use as a low usage vehicle

22

## Low Usage Vehicles

- Driven less than 1,000 miles annually, and engine hours less than 50 hours based on a five-year rolling mileage and engine hour average
- Exempt from BACT if vehicle qualifies
- Must be labeled as low usage vehicle
- Keep records to document five-year rolling mileage and engine hours

23

## Records to be Kept For Inspection at the Terminal

- Beginning December 31, 2007, maintain the required records until vehicle is sold out of state or no longer owned by the municipality or utility
  - List of vehicles with all ID information required by the rule
  - Required information on installed DECS
  - Maintenance records for each installed DECS
  - For fuel strategies, the most recent two years' worth of purchase records
  - Documentation of low population county status
  - Documentation of status as a low usage vehicle
  - Required records for compliance extension plans
  - Records to document retirement

24

## Records to Be Kept in the Vehicle

- Each vehicle must have a label by December 31, 2007
- On driver door jamb or other accessible location
  - Engine model year and planned compliance date
  - DECS installation date and other required DECS information
  - Location of terminal in low population counties,
  - Designation as low usage vehicle as applicable and vehicle mileage or engine hours
  - Engine model year and retirement date as applicable
  - All required information for vehicles claiming an extension on any other basis

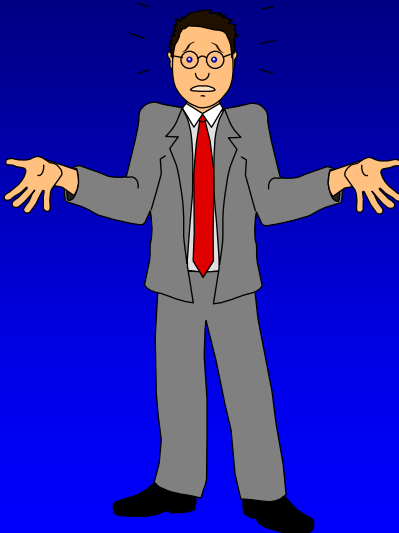
25

## Compliance Statement

- Statement certifying that engines are in compliance as required
- Start December 31<sup>st</sup> of 2007 and renew each December 31<sup>st</sup> until December 31, 2012
- Low population counties continue reporting until 2018

26

## Questions ?



## Contact Information

- **Fleet Rule for Public Agencies and Utilities**
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